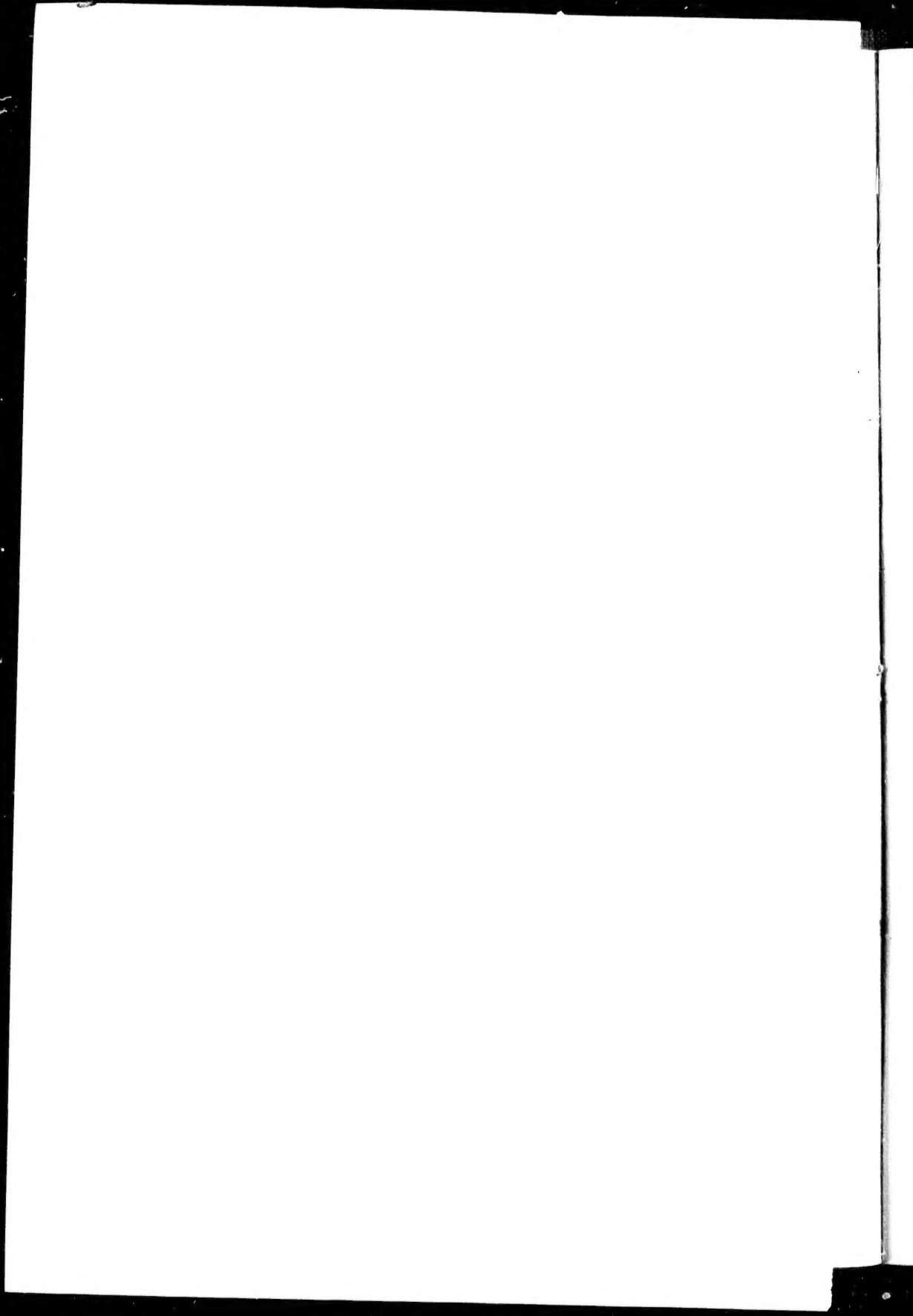




OFFICIAL REPORT

OF THE

SPEECH

DELIVERED BY

HON. SIR CHARLES TUPPER, K.C.M.G., C.B.,

Minister of Railways and Canals,

ON THE

CANADIAN PACIFIC RAILWAY.

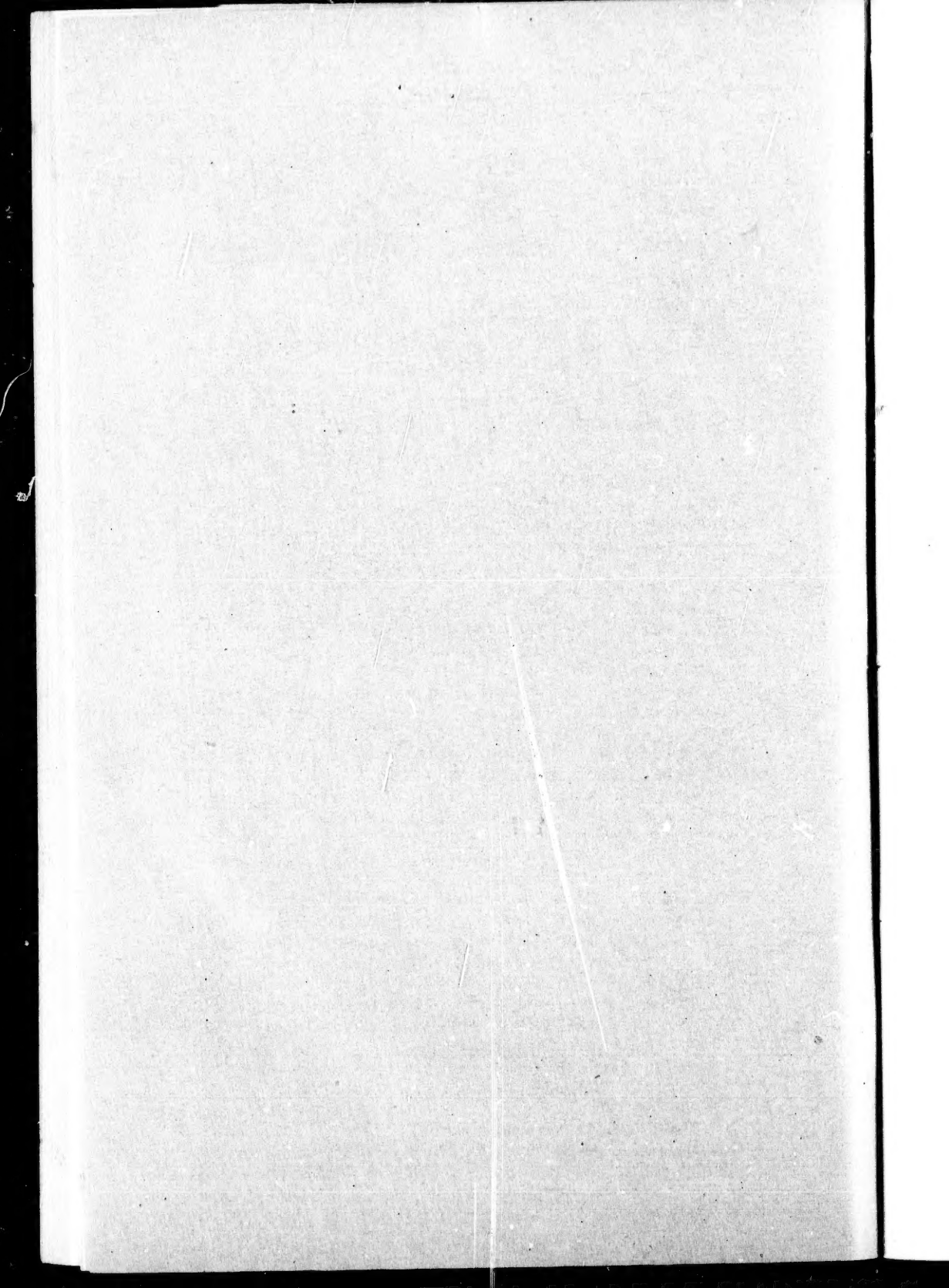
HOUSE OF COMMONS, SESSION 1882.

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HON. SIR CHARLES TUPPER'S SPEECH

ON THE

CANADIAN PACIFIC RAILWAY.

HOUSE OF COMMONS,

TUESDAY, 18th April, 1882.

Sir CHARLES TUPPER moved the second reading of Bill (No. 144) to authorize the construction on certain conditions of the Canadian Pacific Railway, through some other pass than the Yellow Head Pass. He said:—About a year ago I had the pleasure of submitting for the consideration of this House a contract for the construction of the Canadian Pacific Railway, and I have now the greater pleasure of calling the attention of the House to the results of the adoption, by Parliament, of that contract, and of its ratification. The ratification of that contract was made, and letters patent under it were issued, on the 16th February, 1881. I may safely say that the progress made in that great work from that time to this has been eminently satisfactory. The most convenient mode in which I can make a rapid survey of the work will be to commence at the eastern end, or the point termed Callander, at the eastern end of Lake Nipissing, where the contract for the Canadian Pacific Railway properly commences, and I may say that considerable progress has been made towards the construction of the first section of the line at that point. It was hoped that the construction of the Canadian Pacific Railway, under the subsidy granted by Parliament, from Pembroke to Callander would have been completed at an earlier date, but it has not been found practicable to complete that section at an earlier period than something like the 1st of July of the present year, and it will be readily seen that it would be very difficult indeed for the contractors to make very material progress with the first section until they had obtained easier access by the completion of that which was formerly the Canada Central, now a portion of the Canadian Pacific Railway, to that point. Notwithstanding that, I may say that a careful re-survey and re-location of the line has enabled the country to obtain a better line in

every respect than was supposed to exist up to Sturgeon River or the point where the line became common to the interior line, passing away to the head of Lake Superior or to the branch as it was when proposed from that point to the Sault Ste. Marie. The papers which I have just laid on the Table disclose the fact that an application has been made after examination of the subject by the Canadian Pacific Railway Company for permission to locate their line from the point that was common to the Sault Ste. Marie branch, to the north of Lake Superior in the direction of the Sault Ste. Marie; that that which was formerly regarded as a branch to the Sault Ste. Marie, may, to a large extent, become a portion of the trunk line. A careful survey which had been made of the section from Algoma running easterly to connect at the point where the Sault Ste. Marie branch commenced, has shown a very favorable section of country for the construction of the road, with the advantage that at Algoma Mills connection is made with navigation at the waters of Lake Huron.

MR. MACKENZIE. I would suggest that the hon. member would state, as he goes along, what particular survey he refers to. For instance, in 1877, a survey was made on nearly a direct line from Cantin's Bay to the mouth of Pic River.

SIR CHARLES TUPPER. That is not the survey to which I am now referring. I am referring to the survey and location which was made under the hon. gentleman's Administration, and subsequently re-surveyed under my instructions, from Callander for about sixty or seventy miles on the first section of the line which I call the interior line, running from that point north to the head of Lake Superior; and although a good deal of care had been taken in reference to that survey, a further examination of the line with the view of carrying it westward instead of northward in the direction of the Sault Ste. Marie, has resulted in obtaining a very favorable line from Callander to the crossing of the Sturgeon River, and away on from that to Algoma Mills. For that distance, from Callander to Algoma Mills, a distance of 182 miles, through a favorable country, the most severe grade encountered is one of fifty-three feet to the mile. It is confidently anticipated that the Company will be enabled to lay track upon fifty miles this season west of Callander. That is the calculation, and they have already placed under contract a section from Algoma Mills, running eastwardly to meet the line from Callander for a distance of sixty miles, on which it is expected the track will be laid this season, so that it is, without doubt, ascertained that

communication during the next season—that is in the year following the present—will be complete from this point to the waters of Lake Huron at Algoma Mills, a point 182 miles west of Callander Station. The sixty miles east of Algoma Mills are under contract, and it is expected the track will be laid upon that portion this season, so that the seventy-two miles intervening between Sturgeon River and the portion now under contract to Algoma Mills will be attacked at both ends, and be consequently completed during the year. The main line, as it is now proposed by the Canadian Pacific Railway Company, is intended to run westward from Algoma Mills to within twenty or thirty miles of Sault Ste. Marie, running through a favorable country. They have made formal application for this change of location. The Government have passed an Order in Council, of which I have just placed a copy in the hands of the leader of the Opposition, agreeing to adopt that location provided it is found upon further survey that they are able to show the plans and profiles of a through line from that point within twenty or thirty miles of Sault Ste. Marie, running nearer to the coast to the head of Lake Superior. Until that plan and location are submitted for the approval of the Governor in Council it is not the intention to pay any portion of the subsidy intended for the Canadian Pacific Railway upon any portion common to that line, and what I call the interior line, running from the north of Lake Superior to a point sixty or seventy miles north-west of Callander Station. I have no doubt myself, after the information I have received from the engineer of the Company, that a very fair line will be obtained in that locality. We have only very recently received information from the able engineer who has been going over the most difficult portion of it, that, although the line will be probably attended with greater cost in construction, it is believed that a very good line, with grades not inferior to those that we would have been obliged to encounter in the interior line in the neighborhood of the upper part of Lake Superior, will be attained. There will be very great advantage, as hon. gentlemen opposite will see, from the adoption of the proposed line. In the first place, I may say that the line is assumed to be no longer, the distance will be no greater in the one case than in the other; it is about 650 miles, whether you go by the interior line from Callander Station to the head of Lake Superior, or whether you go to within twenty-five or thirty miles of the Sault Ste. Marie line and thence away to the north to Thunder Bay. I may say it will be at once seen that as the line will run in the neighborhood of the waters of Lake Superior, there is much less likelihood of its being

obstructed by the snowfall, the snowfall not being so great on the coast of Lake Superior as it would be on the interior line. There will also be greater advantage in construction. While you would be compelled to carry on the construction of the interior line to a large extent from the two ends, the one from the head of Lake Superior running eastwardly, and the other from Callander Station running westwardly, access by the various rivers and inlets from the waters of Lake Superior will enable this work to be attacked at different points along the line, and will enable supplies to be thrown in much more easily than otherwise would have been the case, and in that way enable the time to be very much shortened during which the line can be constructed than would be possible if constructed on the interior line. As I have said before, I have every reason to believe that it will be found quite practicable to construct a good line in that locality, and it will be obviously desirable to do so for the reasons I have mentioned, in case it be found practicable. When that day arrives it is proposed to adopt the location of the line, and then to treat all that portion of the line from Callander Station running to within twenty-five or thirty miles of Sault Ste. Marie, on by the head of Lake Superior to Thunder Bay, as a portion of the Canadian Pacific Railway proper. It is also proposed, during the coming summer, to finally locate the line from Thunder Bay to the head of Lake Superior running eastwardly, and it is expected that by the end of the present season they will be enabled to put under contract some fifty or sixty miles of road running from Prince Arthur's Landing in this direction towards meeting the other line which is being extended from this side. Now, Sir, I may say that there will be an additional advantage from having the line constructed in the mode proposed, because so soon as the waters of Lake Huron at Algoma Mills are tapped there is a means of bringing traffic from these waters on to the line, and the proximity of the line to the waters of Lake Superior will also furnish an additional means of reaching the main line and carrying on the traffic in connection with it. It is expected by the Government, as I held out the hope a year ago, that we will open the road from Prince Arthur's Landing through to Winnipeg in the month of July next—not that the road will be completed, but that that will be accomplished to which we have steadily worked, the getting a through track laid over that distance, so that we may carry immigrants into the great North-West through our own country, over the lines of railway from Quebec to the waters of the Georgian Bay, thence by water to Prince Arthur's Landing, and so over our own line into the great North-West, furnishing a much

easier, a much cheaper, a much more rapid, and I may say, so far as the difficulty of getting immigrants through a neighboring country is concerned, a much safer line of communication in our own interests than any which at present exists. Of the whole of 433 miles from Prince Arthur's Landing to Winnipeg, the track has now been laid upon 401 miles, leaving only thirty-two miles to complete the link. On contract 41, from the 199th mile to the 233rd mile, the road is expected to be finished early in the present season. On contract 42, from the 233rd mile to the 300th mile, it will take a considerable portion of the next season as well as of this to finish the work. The contract time for finishing that work is July of next year, but I shall be extremely glad if the work can be quite finished during the next two or three succeeding months. However, as I have already stated, I have every reason to believe that during the coming month of July, we shall have through communication by rail, there being only thirty-two miles of track now remaining to be completed on that line. The total expenditure on the line from Prince Arthur's Landing to Selkirk up to the present time is \$13,234,900, and the balance, which I estimated last year would be sufficient to complete it, of \$1,470,100, making \$14,705,000, or the estimate which I ventured to lay upon the Table of the House last year as the cost of that work; and after an additional year's experience the House will be glad to learn that I have no reason to suppose that that estimate will be exceeded.

Mr. BLAKE. Will the hon. gentleman give the figures of the present expenditure?

Sir CHARLES TUPPER. The present expenditure is \$13,234,900, leaving a balance of \$1,470,100, to complete the work as covered in my estimate of a year ago. The moment that the through track is laid in the month of July now coming, we expect to be able to carry, without materially interfering with the progress of the work, some traffic and the through immigrants which require to be provided for. I may say, Sir, that the Canadian Pacific Railway Company has decided to establish its headquarters in the city of Winnipeg. The station grounds, the workshops and all the paraphernalia that are needed to carry on and operate a great line of railway, are to be placed at that point; and this decision having been reached, an investigation was made by them as to the most direct mode of carrying the line westward. As the House is aware, the Government had placed under contract the first 100 miles of that road, west of Winnipeg. The Company decided that it would be better to run a direct line west from

the city of Winnipeg, in the direction of Portage la Prairie, than to continue to follow the line which the Government had adopted, and they were therefore permitted to abandon that portion of the line between Stonewall—a distance of twenty-one miles—from Winnipeg to Portage la Prairie, and construct the road from Winnipeg in a more direct line to Portage la Prairie. By this change, the distance has been shortened between Winnipeg and Portage la Prairie thirteen miles. The Company, however, are bound to continue to operate the line under this alteration—which was agreed to—for twenty-one miles from Winnipeg to what is called Stonewall, the principal place on the line between Winnipeg and Portage la Prairie, over the line which was being constructed by the Government before the work passed into the hands of the Company. The line as now located is therefore a direct line between Winnipeg and Portage la Prairie, and in the same westerly direction crosses the Assiniboine at Brandon. It then follows the general course of the Qu'Appelle River to Moose Jaw Creek, a distance of 404 miles from Winnipeg, which is the most westerly point up to the present time approved of by the Governor in Council; and I may say here, that it is not the intention of the Governor in Council to approve of any further portion of the line of the Canadian Pacific Railway proper, or make any payments in regard to any construction west of that point, until it is ascertained that there is a better line in the interests of the country, so far as we are able to judge, through Kicking Horse Pass, than that we had previously obtained through Yellow Head Pass. From Moose Jaw Creek, we are quite aware there is no difficulty in getting a line to the Pass which was authorized by Parliament, and the Bill, which I have now submitted for the consideration of the House, asks for authority to make the change only if we believe it to be in the interests of the country. I will come more particularly to that point a little later on. I may say, however, Sir, that the section of the country through which the line runs direct from Winnipeg, in the most direct course that could be obtained from Winnipeg to Moose Jaw Creek, and as it is proposed to be constructed, is very favorable both as regards the grades of the railway and also as regards the character of the country which is to be opened up. The district is one of a very promising character, which will undoubtedly be very rapidly filled with a vigorous and enterprising population. Now, Sir, it is expected by the Company that they will be able to lay no less than 500 miles of track in that direction this season; there are 161 miles from Winnipeg now under traffic to a point which, I think, is called Flat Creek, about thirty-one miles from Brandon, which, as

you are aware, is about 130 miles from Winnipeg. The Company expect to be able to lay some 500 miles of track in a direct westerly line during the coming season; but, as I have already stated, the Government does not intend to make any payments on any portion of the line beyond Moose Jaw Creek until they are satisfied that a better line can be obtained for the Canadian Pacific Railway by going south to Kicking Horse Pass than had already been obtained in the direction of the Yellow Head Pass. The location of the Canadian Pacific Railway being more southerly than was intended or contemplated two years ago, I think will be attended with this advantage: that the branches will require to be fewer, and, as 's perfectly obvious, the fewer the branches are the longer they will be, and the greater the facility with which they can be operated. The whole of the country to the north of the Canadian Pacific Railway is open for the construction of long branches running in various directions, and from their length, they can be operated with greater advantage and to greater profit than short branches could be worked. The Company have about 8,000 tons of rails now at the end of their track, and a very large quantity of sleepers, and an enormous quantity of rails are now in transit from Great Britain and the Continent, to carry on with great vigor the prosecution of these works. The payments up to the present date to the Company have been \$1,610,000 in cash, and 1,610,000 acres of land. The branches of the Canadian Pacific Railway, as the House is aware, are, 1st. The branch from Winnipeg to Emerson, which, including the cost of the road to Selkirk, has cost, up to January, 1882, \$1,538,083. The earnings upon this branch during the ten months that the Government operated it, before it was transferred to the Company, up to the 30th April, 1881, amounted to \$291,498. I mention this more especially because I think that a return which was moved for by the hon. member for Westmoreland has not yet been laid on the Table.

Mr. BLAKE. What have been the receipts since?

Sir CHARLES TUPPER. I will be very glad to give the hon. gentleman that information. The traffic has increased enormously since that date. From 1st of May, 1881, to 31st of March, 1882, there were no less than 21,486 through passengers, and the present rate of passengers, as I understand it, is from 300 to 1,000 per day; the passengers in March last numbered 5,684, and from the 1st to the 15th April, no less than 3,354. I may say that as they take all persons below twelve years of age without tickets, those passengers only embrace what we may

term adults, or do not embrace what I suppose would quite double the number of the passengers, if those children were included, as was of course the case in the number of immigrants, as stated by me on a former occasion as having come in. I may say, for the information of the hon. gentleman who seems very anxious to anticipate it—that the receipts from the operation of the Canadian Pacific Railway from the time that it passed into the hands of the Company, on the 1st of May down to the present time, and to the last date of information was over \$600,000.

Mr. BLAKE. What is the last day of the information?

Sir CHARLES TUPPER. I see by the paper that the earnings from May, 1881, to February, 1882, inclusive, amounted to \$193,000 for passengers, \$391,000 for freight, and \$10,000 for mails and express; making a total of \$603,000 for that period.

Sir ALBERT J. SMITH. For the whole line?

Sir CHARLES TUPPER. Yes, for the whole line under operation—from Rat Portage on one side to Flat Creek, thirty miles beyond Brandon, on the other, and from Winnipeg to Pembina. The Canadian Pacific Railway, in addition to the line they have constructed from Winnipeg westward, and which is now in operation for the 161 miles, have also laid some eighty-nine miles of a branch which is called the Winnipeg and Pembina Mountain Branch, running in a south-westerly direction from Winnipeg to the border, and with a branch of twenty miles connecting that point with the town of Emerson at the frontier. For 100 miles this branch it is expected, will be opened for traffic during the present season. It is now ready for the rails with the exception of the twenty mile branch to Emerson, and it is expected that 100 miles of this branch will be in operation during the coming season. They have also projected another branch from Brandon south-westerly, about fifteen miles, to Souris, thence west, in all 195 miles. I should have mentioned also that the length of the Winnipeg and Pembina Mountain Branch is 235 miles.

Mr. MACKENZIE. Where does the Souris Branch strike the main line?

Sir CHARLES TUPPER. At Brandon, running thence south-westerly about fifteen miles and then westerly, with about fifteen miles between it and the main line. The next section I come to is, of course, the one which will be dealt with last, and it is the main difficulty with which the Company has

to engage—I mean the portion through the Rocky Mountains to Kamloops. I may say that I only received this morning the latest information as to the grounds which led the Company to be somewhat sanguine that they would be able to obtain a better pass for the railway than the Yellow Head Pass—not better in point of grades, because that would be impossible. If they get through Kicking Horse Pass I am afraid it will be by heavier grades than the other; but it is so obviously in the interests of the country and of a great trans-continental line like this, that it should be rendered as short as possible, that great exertions are being made, and the Company are prepared to incur great expense provided they can shorten the line, as they believe they can, by some seventy-nine miles. This is a matter which would be of great importance not only to the line but to the country, because it would penetrate the best district in British Columbia, that is the Kamloops district—a district which would only be skirted if the road went by the Yellow Head Pass, at the confluence of the Fraser River and Lake Kamloops. I will read to the House the latest information obtained with reference to the probability of getting a pass by the line which is proposed by this Bill—or rather the Bill proposes that the Governor in Council, if they believe it is in the interests of the country, may authorize the Company to deviate from the pass which was fixed by the contract and the Act of last Session. This telegram is from Mr. Van Horn, the Superintendent who is in charge of all the operations at the central point of the Canadian Pacific Railway. It was telegraphed this morning to Mr. Drinkwater as follows:—

“Major Rogers reports that there is no question about feasibility of a good line with easy grades through Kicking Horse Pass although work will be very expensive. The crossing of the Selkirk Range is the only thing in doubt, but explorations have progressed sufficiently to justify belief that they can be crossed by use of some long tunnels. The worst that can happen in case of failure to cross Selkirk is, that the line may be forced round the great bend of the Columbia, which would considerably increase distance; but to save this distance work will be undertaken that would ordinarily be considered impracticable on account of expense.”

W. C. VAN HORN.

That is to say, it is now found that the Kicking Horse Pass is perfectly practicable as we have known for some time.

Mr. MACKENZIE. Since 1873.

Sir CHARLES TUPPER. Yes, since 1873. But the difficulty, of course, as my hon. friend knows, is that presented by the Selkirk Range, which all the surveys carried on by the Government led to the belief was not practicable. If it be found to be practicable it will only be so by under-

taking to shorten this line by some seventy-nine miles, probably by considerable increase of the expense of construction over that which would be involved by passing through the Yellow Head Pass. The importance of making that saving of seventy-nine miles is evidently considered so great by the Company that, as they state, they would be prepared to take it even at an expense that would ordinarily be considered quite impracticable. The engineers of my Department—those who have any knowledge of the subject—concur in the opinion that if this shorter line is obtained by piercing the Selkirk Range, it will have to be done at a very great cost indeed. The line, I presume, would be considerably shortened by going through the Kicking Horse Pass, and round what is called the big bend of the Columbia River; but there is not sufficient information to enable one to speak with any certainty as to how the distance would compare with the Yellow Head Pass. The section of country opened would not be quite as favorable in that case as in the other. I will now read the memorandum which Mr. Smellie, who is Engineer in Chief at the Company's headquarters in Montreal, has placed in my hands with reference to this matter, as I told him there was a desire on the part of the House to get the fullest, latest, and most authentic information that could be given on that point. He says in the memorandum, which is dated the 15th of April:

"From the report of Mr. A. B. Rogers, who conducted the surveys in British Columbia during the season of 1881, I obtain the following particulars.

"That a thorough preliminary survey of the country was made between the Kicking Horse Creek and Mount Back, including the Vermilion and White Man's Pass routes, and a partial survey of the route from the head of Bow River to the summit of Howse Pass, and also of the Kananaskis route. The time occupied on these surveys extended only from the 1st of August to the 1st of October, the parties not having arrived as early as was expected.

"The route selected for location passes up the Bow River to its junction with Bath Creek, thence up Bath Creek westerly about five miles, thence south-westerly about one mile to Summit Lake, about one mile long, and from which the waters flow in both directions. This lake lies from four to five miles farther east than is shown on the maps as the summit of the Rocky Mountains. At this point, the line will thence follow down the east branch of the Kicking Horse Creek to the Columbia River.

"From the results of the surveys, as far as made, Mr. Rogers is sanguine that the descent from the Kicking Horse summit to the Columbia River will not exceed eighty feet per mile, and that the gradients from Bow River to the summit will be raised.

"Mr. Rogers also made a reconnaissance from Kamloops easterly to the summit of the Selkirk Range, and from general observation and barometric readings he states that gradients will be obtained not exceeding sixty-six feet per mile between Kamloops and the north fork of the Illi-cille West River, and from thence to the summit of the Selkirk Range the gradient will not exceed eighty feet to the mile.

"In consequence of difficulties which beset Mr. Rogers, arising from a scarcity of supplies, he was unable to specially examine the country

between the summit of the Selkirk Range and the East Branch of the Columbia River, a distance of about thirty miles.

"Before leaving the summit, however, he ascended the 'Divide' and while seeing generally a very broken country to the eastward, he observed that one of the ravines led in the desired direction for a distance of quite ten miles. There is also on the west side of the Columbia a large stream, Beaver Creek, which has its source in the vicinity of this broken country. From these observations Mr. Rogers feels assured that the distance in which difficulties may be expected in crossing the Selkirk Range, will be reduced to ten or twelve miles."

That, I may say to hon. gentlemen opposite, is in substance all the information we have in our possession. As will be seen by the Bill now under consideration, it is not proposed to ask authority from Parliament to permit the adoption of any pass, however feasible, that is nearer than 100 miles from the boundary on the United States, which will, I think, be regarded as a quite sufficient distance to protect thoroughly the national character and interests of the line. I will now, Sir, refer to the progress of the work from Kamloops to Emory's Bar. That work, as hon. gentlemen opposite are aware, has been vigorously pressed, and the total value of the work done under the contract covering that 127 miles, is \$1,979,973.

Mr. ANGLIN. To what date?

Sir CHARLES TUPPER. That is to the latest date to which I have information of the progress of the work

Mr. BLAKE. What date is that?

Sir CHARLES TUPPER. At this moment it is not in my power to state the exact date to which this information is brought down. I may say that the date at which that work is required to be completed under the contract is July, 1885, and that I have every reason to believe that the work will be finished within the time stipulated by the contract. Apparently, the amount of the work is not sufficient to indicate that that would be done; but hon. gentlemen will perceive that the expenditure on the initial works has been applied in such a way as to render the future progress of the work much more rapid than was possible until a large portion of very heavy and difficult work was undertaken, and means of access were thus obtained to the other portions of the line. As hon. gentlemen opposite are also aware, eighty-six miles from Emory's Bar to Port Moody have also recently been placed under contract, at an amount of \$2,486,000, and the date fixed for the completion of that work is the same as the other. It is easier to complete that eighty-six miles than some sections, even in their present condition, above that, in consequence of the work being reached more easily by the Fraser River and Barrard Inlet, the contractors thus being enabled to

attack it at various points more easily than it was possible to do in regard to the other work. It may, perhaps, be interesting to the House for me to glance at the estimates which have been made for those contracts on the main line of the Canadian Pacific Railway, and to state the results, so far as it is in my power, down to the present moment. The first contract from the Kaministiquia to Sunshine Creek was a contract for forty-five miles of road from the Kaministiquia to Shebandowan, but twelve and a half miles of that line was abandoned owing, to a change of policy on the part of the Government. The amount of the contract for the whole forty-five miles was \$406,194; but if you deduct the twelve and a-half miles, it would leave the contract price for the thirty-two and a-half miles at \$293,360. I am glad to be able to say that that contract will be completed according to the present estimate—and of course the work is so far completed as to enable one to speak with a great deal of certainty—for \$313,200, or only \$19,840 in excess of the price estimated for in the contract. From Sunshine Creek to English River, contract 25, the present estimate for the work is \$1,417,203, and the contract price was \$1,037,061, and the construction of the work will exceed the contract price by \$380,147. From English River to Eagle River, contract 41, the present estimate for the completing of the work is \$1,767,357, and the contract price was \$2,300,196, or \$532,839 less than the amount we expected to be obliged to pay when the contract was made.

Mr. MACKENZIE. I thought the contract was for \$2,203,000.

Sir CHARLES TUPPER. No, it was for \$2,300,196; and I may say we hope to be required to pay a larger amount, and for this reason: The contract was so made, that if the track was laid during the past season, by the 1st of July, and if the contract was completed by the 1st of July of next year, the contractors were to be entitled to the larger sum named here. Well, it is quite true the rails were not laid by the 1st of July; but the object the Government had in making that contract was attained, and that was to provide the means of attacking the adjoining contract from both ends; and so the work was so far completed as to have the track laid at a comparatively short time after the 1st of July. And as the contractors incurred great additional expense in making that advance, an Order in Council was passed declaring that if they complied with the second portion of the contract, requiring the completion of the work by the 1st of July next year, they should be held to have

complied with the portion of the contract which depended on having the track laid by the 1st of July this year; because the expenditure made was commensurately great, and the advantage to the country is the same as it would have been had the original arrangement been adhered to. I wish to explain the manner in which I am treating these figures. Should we be able to complete that work for the closest estimate we could make at the present, we shall save \$532,839 as between the cost of the work and the price at which it was let. Hon. gentlemen are aware that great efforts have been made to improve the location of the line after the contract was made, and both on this and the adjoining section Mr. Fleming was able, by great exertions, to shorten the line, although most elaborate surveys had been previously made. When the Government had undertaken to do the work, it was found that by great efforts the line could be shortened by several miles, as well as very considerable reductions made in the work in addition. There were some changes in the character of the structures that were contemplated, which also enabled us, especially on the adjoining section of the work, to make a very considerable saving. On the section from Eagle River to Keewatin, 42, the present estimate is \$2,904,153; the contract price was \$4,130,707; so we expect to effect a saving on this section of \$1,225,554. On the contract from Keewatin to Cross Lake, section 15, as the House is aware, a change was made in the character of the work.

Mr. ANGLIN. Will the hon. gentleman describe that change.

Sir CHARLES TUPPER. I think it has been the subject of such elaborate discussion, and there is so much information in the hands of the hon. gentlemen concerning it, that I do not think it would be right to trespass on the indulgence of the House by detaining it by a further specific statement. But I may say, in general terms, that solid embankments were substituted for trestle work, and the reasons for that will be found in the reports of the engineers during the time my hon. predecessor was in office, and also in documents subsequently laid before the Government, and which led them to the conclusion that the change would be in the interests of the country. That change has added to the cost something like \$250,000. So, as estimated, the figures stand thus: The work is almost finished, or expected to be actually finished immediately; the estimated cost of the section is \$2,619,583—and the contract price is \$1,594,085. Added to that price is \$250,000, caused by the change in the character of the work, and you have \$1,844,085, or an amount at present, of \$775,500 more to construct the work than the contract price agreed upon.

Mr. BLAKE. Not more than the original price.

Sir CHARLES TUPPER. Not the original contract price; but the hon. gentleman will see that you add to the original contract price \$250,000, making a total of \$1,844,845. There is between that and the cost of the work the sum \$735,500. Now, I come to the work from Cross Lake to Selkirk, section 14, between the contract just referred to and Red River. The contract price for that work was \$402,950, and the estimated cost is \$733,602, or \$330,652 more than the contemplated cost. I now come to the four contracts between Kamloops and Emory's Bar, 60, 61, 62, and 63, making 127 miles; and I am glad to be able to say that on 63, while the price of the contract was \$1,746,150, the amount we expect to complete the work for is \$1,192,600, or \$553,550 less than anticipated.

Mr. MACKENZIE. Does your first estimate embrace the \$250,000 set down for contingencies.

Sir CHARLES TUPPER. I am taking the actual estimate of the work to be executed; and in that case, although great attention and expense were devoted to as careful and as thorough a survey as possible, it had to be made through so rugged and difficult a country, one almost impassable, that it was utterly impossible to expect to obtain such correct location surveys as could only have been made when a staff of engineers were on the ground, engaged in the construction of the road, and which it may be in their power to secure, with a reduction of the work, by every possible means they can devise.

Mr. MACKENZIE. Will the hon. gentleman state what reduction was made on the radius of the curves?

Sir CHARLES TUPPER. We have sacrificed nothing in that respect that will, in the least degree, injure the character of the road; and having travelled, as I have, over the Union Pacific and Central Pacific Railways, around curves much sharper than any to be met on the line of the Canadian Pacific Railway—at a very considerable speed—I am able to say that our road will compare, not only most favorably, but is a first-class road, as compared with the roads to which I have referred. In fact, all these contracts contemplated the construction of a first class railway. On the first section, I was saying \$553,550 were saved on the amount stipulated in the contract. On section 62, the contract price was \$2,056,950. We expect to complete it for \$1,368,670, or \$688,280 less than the price contained in the contract when granted. For section 61 the contract price is \$2,573,640, and we expect to complete it for \$1,927,000, or

\$646,640 less than the contract amount. On the sections from Emory's Bar to Port Moody, of course the contract being for a lump sum, we expect, with the careful and accurate survey which was made and the thorough knowledge of the work obtained before the contract was let, to complete it for the amount stated in the contract—\$2,486,000. On section 60, the contract price was \$2,727,200, and we expect to complete it for \$2,324,000—a saving of \$403,200. So that I may state, in round numbers, that on contracts 13, 25, 15 and 14 the cost will be \$1,560,139 more than the contract price; and on contracts 41, 42, 60, 61, 62 and 63, the saving will be \$4,051,630, or that amount less than contemplated when the contracts were made. I give this information to the House because it is of very great interest, and I know how glad the House will be to learn, that in these remote and difficult sections of country, we have been enabled to make so great a reduction of cost, to save so very large an amount of money to the country. I may say, that in regard to the work that is being constructed by the Government, the greatest possible care has been taken to secure a first class road. I may say, in addition to that, that the policy which I propounded to the House by changing entirely the character and class of railway to be constructed, by building the cheapest possible line through the prairie country, was abandoned by the Company when they came in possession of the road; and I can challenge the closest scrutiny of the subject when I say that not only are we carrying out the portion of the road to be constructed by us, notwithstanding these great savings in such a way as to secure the construction of a first-class railway, but that it is not possible to construct a better description of railway than is being constructed in the North-West by the Company. The finest rails to be found on this continent are those they are now importing. They are the highest class of steel rails; and my hon. friend and predecessor, will perhaps be surprised to learn that they use a better fish-plate than that on the Intercolonial Railway, or the Canadian Pacific Railway as carried on by my hon. friend and after him by me until this change took place. The adoption of a fish-plate in the form of a knee—giving much greater strength than the excellent pattern we used, shows they are determined to economize in the operation of the road by the construction of the very best description of road possible. Instead of laying out a road upon the prairie with merely a sufficient amount of ballast to enable it to be operated—as I contemplated at the time I found so much difficulty, owing to the want of support of hon. gentleman opposite, in carrying on the Canadian Pacific Railway as a Government

undertaking—a raised road, so far as snow, water and all those difficulties are concerned, is being constructed not only on the trunk, but on all branch lines. The result of this to the country will be most important; because we shall have in this country, extending from sea to sea, a class of railway of the very highest character, over which the greatest amount of speed can be obtained, and the largest volume of traffic carried at the cheapest possible rate. In the construction of a national line of railway, the House will see of what vital importance it is to Canada, in view of the competition with those great national projects to the south of us, the Northern Pacific, the Union and Central Pacific Railways, that to secure the traffic through Canadian channels, the Company should have adopted a much higher class of railway than they were compelled, under their contract, to construct. I mention that because the late Minister of the Interior labored under the somewhat strange delusion as to the want of care in the construction of the line shown by the Canadian Pacific Railway. Some person had pointed out to him that they were laying rails on the ice. I believe something of that kind did take place. I am afraid it took place in consequence of a portion of the road constructed by the Government between Winnipeg and Stonewall, being overflowed by water, and instead of taking up the track it was more convenient to lay it over the ice, and I dare say some sidings in connection with the traffic required to be for the time to be laid on the ice. I can only say that having travelled over 130 miles of the road, from Winnipeg to Brandon, in company with Mr. Schreiber, the Government Engineer, and after a most careful examination of the mode in which the Company constructed the road, I was delighted with it. They were making every mile of the road, whether main lines or branches, the finest description of road. Of course, it involved in constructing a road on the prairie no such expense to make a first class road as in the rougher portions of the country. I may now, by referring to the line through its entire extent for a single moment, draw the attention of the hon. gentleman to the position we will occupy when the railway is completed.

Mr. MACKENZIE. Before the hon. gentleman proceeds, I would like him to state one thing he has omitted, namely, the amount expended by the Government on the first 100 miles west, and the condition of that flat country.

Sir CHARLES TUPPER. I may say that I have not mentioned that to the House, because I have already laid on

the Table of the House a full statement of all expenditure made by the Government, about \$700,000, and the statement of the payment of that claim by the Company to the Government. It would have been embraced here but for the fact that it had been dealt with in a specific return, and I will be very glad to supplement that return if the hon. gentleman finds any point in it in which there is not the fullest information.

Mr. MACKENZIE. I have not seen it.

Sir CHARLES TUPPER. I may say that I am not particularly proud of that portion of the work which was carried on under my charge, and throw the blame a good deal on hon. gentleman opposite—

Mr. MACKENZIE. Of course.

Sir CHARLES TUPPER. Who were very stringent in the means that were placed at my service for the construction of any portion of the Canadian Pacific Railway, and I was compelled, under the difficulties of the position, to fall back upon adopting through the prairie, another class of road; and I am afraid that the contrast between the operations of the Company and my own, in regard to the construction of the railway through the prairie section, is one certainly that I do not consider particularly flattering to myself, so that the hon. gentleman will excuse me if I do not dilate quite as fully upon that branch of the subject as I might otherwise have been tempted to do. Now, I may say that, assuming that seventy-nine miles is to be saved—and Major Rogers seems to be very sanguine that he will obtain a saving of seventy-nine miles—if it be not saved of course these figures will have to be changed—but I assume that it will be saved, and we shall then stand in this position: That from Montreal to Port Moody by the Canadian Pacific Railway the distance will be 2,850 miles; from New York to Port Moody, *via* the Canadian Pacific Railway and Montreal, the distance will be only 3,260 miles; from New York to Port Moody, by the Canadian Pacific Railway and Brockville, the shortest means by which they can reach the point, the distance will be 3,140 miles. Now, Sir, from New York to San Francisco which is some 500 or 600 miles further to the south than Victoria, *via* the Central and Union Pacific Railways, and the shortest connecting lines in the United States, the distance will be 3,330 miles, whereas from Montreal to Port Moody it is only 2,850, and from New York to Port Moody by our road is a shorter distance than it is from New York to San Francisco, showing that for all through traffic we ought to be able, with our shorter distances, with our better line, with our better grades and curves, and

with the advantage of having a road not burdened with the enormous bonded debt that the Central and Union Pacific roads are charged with, we ought to be able to compete over the Canadian Pacific Railway, with fast steamers connecting San Francisco and Victoria, for a considerable portion of the trade, even between San Francisco and certain portions of the western States. That may be thought to be a very extravagant idea, but I believe that with the advantages we enjoy and with the character of the road being constructed, we may not only hope to hold all the traffic of our own country over our own lines, but we may be able to enter upon a sharp and successful competition with either the Northern Pacific Railway or the Central and Union Pacific Railways for the traffic between different sections of the great Republic itself. From Liverpool to Montreal the distance is 2,715 miles, from Liverpool to New York, 3,040 miles, from Liverpool to Port Moody *via* Montreal and the Canadian Pacific Railway, the distance is 6,063 miles; from Liverpool to San Francisco *via* the shortest route that can be obtained in the United States, the distance is 6,830 miles; from Liverpool to Yokohama in Japan, *via* Montreal on the Canadian Pacific Railway, 10,963 miles; from Liverpool to Yokohama *via* New York and San Francisco, 12,038 miles; so that we shall have over the Canadian Pacific Railway the distance from Liverpool to Port Moody *via* Montreal 767 miles shorter than *via* New York and San Francisco, showing that so far as through traffic is concerned, it will be utterly impossible for any route on this continent to begin to compete with the Canadian Pacific Railway. Then, Sir, from Liverpool to Yokohama, *via* the Canadian Pacific Railway, the distance is no less than 1,070 miles shorter than *via* New York and San Francisco, showing that not only in reaching the Pacific Coast, but in reaching Asia, and for through traffic, we shall necessarily make our road the highway between Europe and the East. Then, Sir, looking at it in another bearing which comes a little closer home, the figures will be regarded with very great favor by the House. From Liverpool to Halifax the distance is 2,410 miles, from Halifax to Quebec 680 miles, from Quebec to Montreal 176 miles, from Montreal to Port Moody 2,850 miles, or 3,706 miles from sea to sea. From Halifax to Port Moody the distance is 3,706 miles, from Liverpool *via* Halifax to Port Moody 6,186 miles. From Liverpool to New York the distance is 3,040 miles, from New York to San Francisco 3,790 miles, making 6,830 miles.

Mr. MACKENZIE. In the distance from Montreal to

Liverpool does the hon. gentleman calculate by the Straits of Belle Isle or by Cape Race?

Sir CHARLES TUPPER. I think I am taking it by the shortest line I can get; but I think that in taking the distance from Liverpool to Halifax it is not usual to go by the Straits of Belle Isle.

Mr. MACKENZIE. No; but the previous figures referred to the distance from Montreal by sea, 6,063 miles.

Sir CHARLES TUPPER. From Liverpool to Montreal 2,093 miles, I presume would pass by the Straits of Belle Isle. From Liverpool to New York and San Francisco, the distance is 6,830 miles, or 644 miles from Liverpool to San Francisco *via* New York more than it is from Liverpool to Port Moody *via* Halifax, giving another evidence why, in our great national line of railway which we have now provided from sea to sea, we shall not only have a great through line of a most inviting character from one ocean to the other in our country, but we will have a line from Liverpool to Port Moody on the Pacific 644 miles nearer than by the shortest lines that can be obtained by going to New York and thence to San Francisco. Now, Sir, I am quite certain that this statement is one that will be regarded with great satisfaction by the House; and that the Government who assumed the great responsibility a year ago of submitting this contract with the Canadian Pacific Railway for the consideration of Parliament, have great reason to be satisfied, that, after a year's experience, the only change they are obliged to ask Parliament for, is one to authorize a change in the location from Yellow Head Pass to one that will shorten the Canadian Pacific Railway by seventy-nine miles, if it should be found to be practicable.

Mr. MACKENZIE. Will the hon. gentleman supplement his remarks as to distances to this extent—if he is so prepared. Assuming that Kicking Horse Pass is not found practicable, he proposes, as I understand it, that the main line shall be diverted north to the Yellow Head Pass from the upper end of the Qu'Appelle Valley, can he give the distance in that case to the Yellow Head Pass.

Sir CHARLES TUPPER. I may say, Mr. Speaker, I am glad that the hon. gentleman has asked me that question, because it is a very important one; and one to which I have directed my attention. From Moose Jaw Creek, the westernmost point to which we have authorized the location of the Canadian Pacific Railway *via* the Yellow Head Pass, will not as I believe, increase the length of the Canadian Pacific Railway over what was contemplated, when we had this subject

before the House a year ago; and when we anticipated the adoption of a more northerly course from Winnipeg than has since been taken. The country through which the road passes is better than would have been traversed by the other route. The grades and curves—but I need not speak of the curves, as they do not affect the question—the grades are less severe than those we would have been compelled to adopt on the line contemplated a year ago, and the change will not materially lengthen the line, if at all, if we have to fall back on the Yellow Head Pass, while seventy-nine miles will be saved by obtaining access through the Kicking Horse Pass. Now, Sir, I may say it is a source of no little satisfaction to me to be able to make so gratifying a statement as I have presented to the House with relation to this matter. After we have had the opportunity of looking at this question—not in the light of an abstract question in which we were to a certain extent compelled to view it a year ago, but in the light of a year's experience—I have shown the House the enormously rapid advance which has been made in the construction of this great national work, for it is a great national work, whether it be in the hands of the Government of the day or in the hands of a Company subsidized—largely subsidized, hon. gentlemen opposite will say—by the Government of the day, or by Parliament.

[The application for land at the present moment, by the colonization companies alone, has reached the amount of 23,855,680 acres, and by the end of this week we will undoubtedly have applications for a sufficient quantity of land which, if entertained, would recoup to the Treasury the entire amount that we are called upon to pay the Canadian Pacific Railway Company in money. I may say that these land and colonization companies, these parties who are made use of by the Government to bring immigration into the country have their lands on the terms that they pay \$2 per acre for the odd-numbered sections, under No. 1 of the Dominion Land Regulations of the 23rd of December. The even-numbered sections throughout the district applied for by these colonization land companies are obtained for free settlement and homesteads, and the companies are obliged, under their engagement, to put two settlers instead of one upon every section so obtained, and when two settlers are placed upon each section within five years to the extent that the land that has been sold to them at \$2 an acre, they receive a rebate of \$1 per acre, and they receive a rebate of \$160 for every settler placed upon the homestead and the pre-emption section. The terms are one-fifth cash, and one-fifth annually for four years, so that the hon. gentleman will see that in a comparatively short period, we have received

applications enough from colonization companies alone, which, if entertained, would refund all the money to the Treasury that we are called upon to pay, thus removing altogether the doubt the hon. gentleman had that we were engaging in something beyond our reasonable capacity, and which would involve a high rate of taxation. Now, I may say that down to the 31st October, 1871, 2,258,163 acres have been allotted in free homesteads, and applications have been made for pre-emption for 1,270,751 acres. In addition to that 1,400,000 acres have been allotted for half-breed children; there are sales to the extent of 1,277,680 acres; and there is a settlement belt of 320,000 acres, or 6,526,574 acres, and that is without reference to this 23,000,000 acres already applied for by colonization companies. Now the hon. gentleman will see that under the policy of the late Government that land which is now being applied for by colonization companies, and upon which, in order to get lands at the rate of \$1 per acre they are obliged to put two settlers upon every section, would all have gone to the railway companies without any payment whatever, or any return whatever to the Treasury so far as the lands are concerned; because the then Minister of the Interior proposed to give ten, twelve or twenty sections according to the locality for every mile of railway constructed as an inducement to parties to construct the railway. Now, Sir, I may say, while touching upon that subject, that this is independent of the amount of lands that are applied for by various railway companies, and some of whom have received pledges from the Government to receive lands for the construction of railways by private enterprise. The South-Western Railway has already constructed fifty miles; the Westbourne and North-Western Railway has constructed some thirty or forty miles, or has it ready for the rails and part of the rails laid; the South Saskatchewan Railway Company propose to construct a line in another direction; the Souris and Rocky Mountains Company in another direction, and they have all received pledges for lands to a greater or less extent, in most instances 3,640 acres of land per mile; and instead of obtaining the land, as under the policy of the late Government, for nothing, they pay into the Treasury of Canada \$1 for every acre of that land along the lines of railway they construct or which they receive in connection with the construction of the railways. Then, Sir, I may say that the Canadian Pacific Railway Company have sold lands already to the extent of 433,760 acres, and have agreed to give to colonization companies 1,930,000 acres, or 2,363,760 acres, which are pledged and disposed of practically up to the present time, or for which

engagements have been made. The Hudson's Bay Company have also sold farm lands to the extent of some 400,000 acres, so that my hon. friend will see the marvelous progress that has taken place, and the wonderful development, which, under these circumstances, is going on in that country. I may mention, Sir, in connection with the increased trade of the country, which bears immediately on the prosperity and progress of the older Provinces, as well as of the North West, and its influence upon them, that in the year 1878, the amount of goods taken in bond from the older Provinces through into Manitoba, was \$1,374,311, while this amount, Sir, in 1881, rose to \$5,351,665; and I may say, Sir, that, to a very large extent, these are goods manufactured in Canada for the purpose of supplying the North West, thus affording a great increase of business in the older Provinces, and furnishing various home industries with employment. I may say, Sir, that in the short month of February last, the city of Hamilton sent \$103,252 worth of goods into Manitoba; the city of Toronto, \$301,213 worth; the city of London, \$60,000 worth, all in bond, making, in that short month, no less than \$464,965 worth, or nearly \$500,000 worth of goods which went into that country; and for the six months ending December 31, 1881, \$4,875,991 worth of goods were sent into that country. I am quite sure, that this, will settle the question in the mind of every hon. member, who is open to conviction, that we made no mistake, were not premature, and had not over-estimated the ability of the country, and did not involve it in any unnecessary burthen, when we took the step we did it for the development of the North-West. When we came into power at the close of 1878, there was not a mile of railway in operation in Canada west of Lake Superior; and on the 1st day of August next, traffic will pass over 971 miles of railway from Lake Superior and Thunder Bay to Winnipeg, and on the main line and branches of the Canadian Pacific Railway, without reference to the fifty miles constructed by the South-Western and thirty or forty miles built by the Westbourne and North-Western. I am quite sure, Sir, I need not detain the House further than to say that with a surplus of \$4,000,000 during the past year; that with the power to remove the duties from tea and coffee and reduce the duty on tobacco, with the abolition of the Stamp duty and the giving of \$150,000 to the fishermen, and doing all this without, in the least degree, increasing, and instead of increasing greatly reducing the taxes of the people, I think the hon. gentlemen will see we were quite justified in adopting not a bold policy, but the statesmanlike and common-sense policy of grappling with these great ques-

tions, and putting the country in the position we have. Now, Sir, I think that the hon. member for Quebec East, after having heard the statement which I have made—and I take this opportunity of saying, I have laid my hands on the report from the Canadian Pacific Railway Company asking for the change of route and also on the report of the Chief Engineer, on it, and will send it across the House to the leader of the Opposition to complete the papers bearing on that question—will find, no doubt greatly to his satisfaction and greatly to his delight, that everything which he stated is going to be attained by our policy, and this not only without sacrificing and making subservient and subsidiary a great national line, connected from end to end through our own country, and without making this line dependent during any portion of the year on a foreign country for access from one section to another of Canada, and that everything which he indicated here as so important and so vital to the interests of the country, is all attained under the policy of the present Government, and under this contract. The hon. gentleman will find rapid construction within the three years he indicated, during which it might be accomplished of the road to Sault Ste. Marie, and at the same time that the amount from work done, with the exception of thirty-five miles from the trunk line of the Canadian Pacific Railway to Sault Ste. Marie, will all form a portion of the Canadian Pacific Railway. The hon. gentleman will find that the direct route to the sea-board at Montreal and Quebec, which he so much desired to secure, will be secured, and this too at an earlier period than that at which he could possibly have expected to obtain it. The hon. gentleman will find that everything that he has stated, so essential in his judgment, is not only all attained, but is attained without the sacrifice of what he proposed to sacrifice—of a through line through our territory, open at every period of the year, not leaving us dependent for six months of the year on the long, circuitous and expensive route, through the United States of America. The hon. gentleman will also find that under this changed policy we confidently believe that instead of requiring ten years which the contract gave these gentlemen for the construction of a through line of the Canadian Pacific Railway, within five or six years from this time at the furthest this line will be open for the traffic of the country from end to end. The Canadian Pacific Railway Company are placing the whole of their 25,000,000 acres of land in the market at \$1.25. Instead of adopting, the policy of holding them which it was alleged they would adopt; instead of doing what the hon. gentlemen feared

that the Company would be induced to do, namely, hold their lands until they would acquire a value by the cultivation of the adjoining sections, which would be taken for free homesteads,—what have they done? Why, Sir, they have said to the world: "We have determined not to sell our lands to speculators at any price." Offer them \$5 or \$10 an acre, or what you like for their lands, and the answer will be: "We do not want your money, but if you are ready to cultivate the land, you can have it for \$1.25." They have put up their lands at the maximum price of \$2.50 per acre, for the whole 25,000,000 acres, and for every acre cultivated within four years they return to the purchaser one half of his purchase money, thus reducing the cost of every acre of land to \$1.25. They do more—they treat the construction of buildings and the making of improvements as meeting the case of the cultivation of the lands, and accept that in lieu of cultivation to a certain extent; and in all their regulations from the very first, they have aimed at placing their lands in the hands of persons who would cultivate and settle them at the lowest possible rate—at a rate that cannot yield them more than \$1 an acre, because no person can say that they can administer their lands at less than 25 cents an acre; so that practically their 25,000,000 acres of land are open to all persons who will chose to settle on them at \$1.25.

Mr. TROW. That is on the express condition that the rebate is paid, which is an impossibility, because the settler cannot comply with the contract to cultivate one-half in four years.

Sir CHARLES TUPPER. I think the hon. gentleman will find that he is laboring under a great mistake. I am told that persons who make it a business to break land estimate forty acres for a pair of horses in a year, that is to say, that one pair of horses, engaged in doing nothing else, can break the land and make it ready for putting under cultivation, at the rate of forty acres a year.

Mr. ANGLIN. What would the settler live on during the year?

Sir CHARLES TUPPER. I am not saying what he could live on; but I say this: that if a man, with a pair of horses, can in one year break forty acres of that land—and, after it is once broken, as the hon. member for Perth knows if the hon. member for Gloucester does not, its cultivation is a mere bagatelle, so easy that a man with a pair of horses can farm 100 acres a year if he wishes—then I say any man of any energy and vigor can succeed in breaking up within the four years—especially taking into consideration that the value of his houses and improvements are held to

balance the want of cultivation of a certain portion, one half of his land, and if he does, he gets the whole of it at the rebate. Now, Sir, I say in that state of things the hon. gentleman's fears must be removed. These gentlemen show that they understand their business too well, to hold their lands at a high price. That every acre of land put under cultivation is worth twice as much to them as it would be if they got \$10 an acre for it at the end of ten years. So that that objection is swept away. I do not wish to detain the House on this point, but I have had a letter, which was published in the *Montreal Gazette* by the secretary of the Company, placed in my hands, which hon. gentlemen may read for themselves, and from which they will find that gross misstatements have been made in reference to the terms of sale and settlement required by the Company. These terms were too restrictive, I think, in the first instance, but they were adopted with the first object of shutting out the speculator and getting their lands in the hands of men who would cultivate the soil; and they have been rendered so liberal that every difficulty in that respect has been removed, and the best evidence has been given that these gentlemen are willing to part with the whole of their lands for agricultural purposes at a price that will not return to them more than one dollar an acre. The colonization companies they ask to pay \$5.00 an acre, and on what terms? They compel them to put settlers on the land to break them up, and they will grant the rebate of \$3.75 an acre if within five years they will put settlers on and cultivate the land; so that the land costs the colonization companies under their terms, only \$1.25 an acre, and taking off 25 cents for the cost of administering the lands, the House will see that the land granted to them is not intended or desired to realize more than \$1 an acre. Now, Sir, what about municipal taxation, about which the hon. gentleman opposite was so anxious? I have an answer which I think he will regard as entirely conclusive. The city of Winnipeg is not prevented from imposing taxation to their heart's content; but what did they do? Show their eagerness to get an opportunity to tax these lands and make the municipality rich by the taxes which they would derive from the Company who were increasing their wealth a hundred-fold? No; they understood the interests of Winnipeg too well, and the first thing they said to this company was: "Make this your head quarters, and we will give you \$200,000;" and they voted a bonus from taxes they paid themselves, to this Company of \$200,000 forthwith. That is the best evidence of whether the municipalities consider that to tax the property of this Company, or whether to obtain a railway to their own doors, is most

in their interest. The little parish of St Andrew's, on the Selkirk Branch, actually come forward with a bonus of \$65,000; more, the Manitoba and South-Western Railway also obtained from the municipalities along the line \$100,000 in bonuses to induce them to bring the line to those points. Instead of showing any eagerness to get an opportunity of taxing the railways, they know that the greatest benefit that that they can receive is railway communication, and provided they can receive that, they are prepared to tax themselves in order to give this large bonus to the Manitoba and South-Western Railway. The township of Louise gave \$65,000 more in order to get another location, making \$165,000 altogether granted to that Company. Although the Canadian Pacific Railway runs through Portage la Prairie, so thoroughly do the people of that town appreciate the importance of having it made a railway centre that they ask the Portage, Westbourne and North-West Railway Company to bring their line to that town, and they will give them a bonus of \$100,000; and Westbourne, which includes Gladstone, supplements that bonus with \$75,000 more. So that here is \$605,000 or over half a million in a single year, contributed by these municipalities for the purpose of obtaining railway communication, showing whether they think it was important to have an opportunity of taxing the companies, or whether they believe they will be the gainers by taxing themselves in order to bring the railways to their own doors. It is perfectly well known that, at this moment, two lines of railway are not only projected, but that companies are organized, embracing wealthy capitalists, who are determined, and have decided to take up the construction of lines of railway from Winnipeg to Hudson's Bay; and who believe that they have satisfied themselves that beyond question it is perfectly practicable for several months in the year to keep open a short and easy line of communication *via* the Hudson's Bay—so much so as to warrant the construction of 600 miles of railway between Winnipeg and Hudson's Bay, and thus furnishing an independent outlet in that direction as well as the one to which I have already referred. I think Sir, I have now covered the ground, so far as taking a brief notice of these various resolutions and objections made a year ago is concerned; and I am in the judgment of the House when I ask, whether I am not warranted in view of the facts as they stand out now in the history of the country and in the light of the experience of the past year, in making the statement that one single year's experience has given the most conclusive and complete answer to one and all of the objections that a year ago were conjectured in the minds of hon. gentlemen opposite, and which I sup-

pose they felt it to be their duty to give utterance to by bringing them, in formal manner, under the notice of the House. I congratulate the House, Sir, and I congratulate the country upon the immense progress that this great work has made. I congratulate the House, and, Sir, I congratulate the country upon the enormous, the unanticipated and the unprecedented development of our great North-West, as has been witnessed during the past year, and I say that I pity the man who from any cause—whether it be partizan political feeling, or party interest, or anything else, who can regard what is taking place in this country in connection with the mode in which this great national work is being carried out, without feeling a throb of exultation, and a throb of joy, that we are striding in the independent and rapid and effective manner in which we are towards national life. I say, Sir, to the great Conservative party of this country—I say, Sir, to the great Liberal-Conservative party, to whom this country owes its present condition—

Some hon. MEMBERS. Hear, hear.

Sir CHARLES TUPPER. Yes, Sir, I say that this country owes its present condition to the Liberal-Conservative party. Contrast the life of to-day with the lethargy and death which was exhibited in relation to these great interests three years ago, and then tell me, whether I am not warranted in saying that to the great Liberal-Conservative party, Canada, this country owes the new life and vigor which has been infused into the development of all its great material interests. I say, Sir, I congratulate the great Liberal-Conservative party on what it has achieved—achieved, I would be very glad to add with the manly aid and hearty co-operation of hon. gentlemen opposite. We were entitled to receive that aid. We had every claim that a party could have on those hon. gentlemen, owing to the position in which they had placed the public affairs of this country, and especially in connection with this work, for that independent support that one party, whatever they may be called, is entitled to receive from their opponents under such circumstances. But I say, Sir, we sought that aid in vain; and to-day, to the great Liberal-Conservative party, it is not only due, but it is due to them alone, that this country has been lifted out of the condition of prostration which was witnessed in our country three years ago, into a condition of advancement and prosperity and progress to-day which will compare favorably with the advancement of any portion of the civilised world.